alongwith the efforts of the State Government would help in developing a stock of improved and efficient milch herd.

Dangers of hydrogenated cooking oil

1165. DR. YELAMANCHILI SIVAJI: Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to refer to the answer to Unstarred Question 2161 given in the Rajya Sabha on the 27th August, 1990 and state what are the reasons for which Government are encouraging hydrogenated oil production in the country by giving excise duty concessions to the industry in spite of the fact that its use is harmful to human health?

THE MINISTER OF FOOD AND CIVIL SUPPLIES (SHRI RAO BIRENDRA SINGH): Unstarred Question No. 2161 was replied by the then Minister of State for Health & Family Welfare on 27th August, 1990 in Rajya Sabha regarding Monitoring of the saturated fat content of the cooking oil'. Hydrogenated oil i.e. vanaspati is not harmful to human health as it contains only 30 per cent saturated acid content while the pure buffalo ghee has around 65 per cent saturated fatty acids. During hydrogenation of oils, mostly *trans*-acids are formed and not merely saturated fat.

Government is giving fiscal incentives through excise rebate to encourage the production of non-conventional oils which are not accepted directly by the consumer. The idea is to produce greater edible oils from non-conventional sources to become self-sufficient and reduce/avoid imports.

Proposal to widen the bridge near Railway Junction in Tiruchchirappalli, Tamil Nadu

1166. SHRI S. MADHAVAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal under Government's consideration to widen the bridge near the Railway Jun... Tiruchchirappalli, Tamil Nadu;

(b) whether the Government ... Nadu have taken up the traffic ... over this bridge with Central Gov... and

(c) the steps taken to avoid ... congestion near this Railw... bridge?

THE MINISTER OF RAI... (SHRI JANESHWAR MISHRA ...

(b) Yes, Sir. The State Gover... proposed widening of the exis... bridge at the sourthern end ... chirappalli Junction.

(c) The Railway is investigat... bility of the proposed widen... with the State Government. H... traffic congestion on the R... bridge is likely to ease after ... work of widening of the R... Bridge on the northern si... Tiruchchirappalli Yard is compl...

Electrification of railway routes between Delhi and Madras

1167. SHRI S. MADHAV... the Minister of RAILWAYS be ... state:

(a) what are the steps take... ment to expedite the electrifica... railway route between Ne... Madras;

(b) by when it would be co...

(c) what is the amount ... purpose?

THE MINISTER OF ... S (SHRI JANESHWAR MISH... d

(b) New Delhi to Itarsi ... o Nagpur are already electrifi... p section from Nagpur to Itar... ed to be completed by March, ...

(c) Rs. 683.09 crores ar... to be spent on the projects ... his route.

Conversion of Madurai-Maniyachchi railway line into B.G.

1168. SHRI S. MADHAVAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Southern Railway have approached to Government to modify the Madurai-Maniyachchi railway line by going in for a parallel broad gauge line instead of converting the existing metre gauge into broad gauge line;

(b) whether Government have examined this proposal, if so, what are the details thereof; and

(c) whether it is a fact that the work on a parallel line could be completed three years quicker than working on a gauge conversion and also at a lesser cost avoiding escalation?

THE MINISTER OF RAILWAYS (SHRI JANESHWAR MISHRA): (a) Yes, Sir.

(b) The proposal submitted by the railway was considered and it was observed that the parallel BG line would impose an initial as well as recurrng unacceptable financial burden on the railways. Accordingly, it was decided that the conversion should be carried out instead of having a parallel BG line on Madurai-Maniyachchi section.

(c) The progress on conversion would depend on the availability of resources for the work. Since the parallel BG line will cost more, gauge conversion would be preferable.

Abolition of carrying of night soil

1169. DR. YELAMANCHILI SIVAJI: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) what steps have been taken to abolish carrying of night soil; and

(b) what incentives have been offered to the municipalities to abolish this heinous practice?

THE MINISTER OF URBAN DEVELOPMENT (SHRI DAULAT RAM SARAN): (a) and (b) The Government of India has launched an integrated scheme of Low Cost Sanitation and Liberation of Scavengers for the elimination of manual scavenging to the maximum possible extent in the 8th Five Year Plan. Guidelines of the scheme have since been circulated to the State Governments/UTs for implementation in a time bound manner.

The Scheme seeks to adopt "whole town" approach and cover 500 towns with a population of less than 5 lakhs by replacing dry latrines or construction of low cost sanitation units where open defecation is resorted to. It also includes amendment of the Municipal by-laws wherever necessary to prevent further construction of dry latrines.

The scheme is being operated through the Housing and Urban Development Corporation (HUDCO) by providing a mix of subsidy from the Central Government and loans from HUDCO in a synchronised manner to the urban local bodies proposed by the State Governments and Union Territories as per the following financing pattern: —

EWS — 45 per cent subsidy, 50 per cent loan and 5 per cent beneficiary contribution.

LIG — 25 per cent subsidy, 60 per cent loan and 15 per cent beneficiary contribution.

MIG/HIG — Nil subsidy, 57 per cent loan and 25 per cent beneficiary contribution.

Government of India have, in this process, offered the entire financing package to the urban local bodies through the State Governments to totally eliminate manual scavenging of human wastes with minimal beneficiary contribution. It is upto the urban local bodies to utilise this package which involves no financial outgo on the part of the State Government and the urban local body.